

# STORRAR MARINECHANDLERY.COM



## IT'S MOVEMBER AGAIN...

Yes it's Movember again, that special month when the handsome, hunky, hairless headed (well some of us) hapless hunks of Storror Marine and Mo-sisters Claire\* and Izzy dedicate their faces to a month of utter hairy happiness in the the growing of facial hair, MO, moustach and sideburns (but not a beard), all in support of the Movember charity. Skinflint Rob has, believe it or not, even gone as far as to buy himself a rather nifty electronic device to help tame and cultivate his growth. If avid readers would like to support us in helping raise money for this worthy cause please go to <http://moteam.co/storror-marine-chandlery>

\*Last year Claire helped us reach our total of just over £1000 by swimming/running/cycling the equivalent of an Iron Man triathlon. This year rumour has it she is going to undertake a similar challenge, keep looking back at our team page for updates and photos. Izzy, as the new kid on the block, is still undecided, no doubt she will be guided by Ms Green. See last years effort below.



For the first time in many years the North East has been blessed with unseasonably good weather. Perhaps the 'God' that controls the climate read my earlier ramblings (spring issue no 53) on sea frets and took it upon himself to prove me wrong. Mind you, whilst sea frets have been in their absence, it has been the hurricanes that have been affecting me! In August I fulfilled a long standing agreement that I would (with the help of two old friends and experienced sailors I hasten to add) sail a Mystery 35 from Newcastle to Helgoland and then, after a quick stopover, up to Cuxhaven and through the Kiel canal to the Baltic. Yes you have guessed it, we were chased into Helgoland by the remnants of Hurricane Bertha!

More recently, Hurricane Gonzalo upset my work schedule. My cunning plan was to fly from Newcastle to Belfast, pick up a hire car drive to a large National Trust property near Portaferry Northern Ireland; take an exact pattern of a 16 sided glass cupola then scurry back to our sail loft and get the girls to make up a mesh cover which, when secured in place, would act as a UV filter to help protect a priceless painting which is hung almost directly below on a wall. The cupola is approx 100 feet up on the roof of the property, with a sheer drop one side. Studying the forecast on the Monday lunchtime, winds of 80mph were forecast so I decided to bin the trip, much to the joy of the airline and the car hire company, no doubt, who charged a cancellation fee and probably sold the 'seat' to someone else.

Writing of strong winds brings me to tell that co director Andy's defence of the hotly contested St Peters sponsored Tyne Bridge series was a little slow in starting, an excess of wind on Sunday the 19th meant that racing had to be postponed to another day. Sadly the current world and national flying 15 champion will not be joining the fleet this year, mark rounding will be a lot less noisy without his dulcet tones floating across the water.

## CHRIS OWEN SAIL DESIGNER

Talented sail designer Chris Owen started his sail making career working alongside Alan Bax and I in the North East during the late Seventies. In those days there was no chandlery, rigging or cover making arm to the business, we were purely a racing dinghy sailloft. Chris left for pastures new after some three years however we always kept in touch, and when the original 'Storror & Bax' partnership split Chris designed the sails that were used by myself to win the 1991 Flying 15 championships. These days its mainly bigger boat sails that we manufacture at our Coast Road premises they are, of course, designed by Chris and lovingly put together by our talented machinists. The image shows a radial mainsail that was built from top of the range Contender fabrics for a Beneteau 46, not only was the sail fast out of the bag but easy to trim. The genoa, once again of a radial design was built from Contender fabrics. Kevin, owner and skipper's comment after I spent the day helping him get the best out of them was, 'I didn't realise how far one should pull sails in'. Our sailloft 'sideline', which is technical industrial sewing, has seen some interesting projects leave the loft this year, fabric sling shots for a prototype children's game, hundreds of airbag covers for an iconic UK based sports car manufacturer, heavy duty battery straps for handling aircraft batteries and numerous Gazebo covers of various shapes and sizes.



## END OF THE SEASON ONCE AGAIN



Last month we sent out our Laying Up 2014 email followed by our Engine Winterisation article, both positively received. In case you missed them here are the blog links:

Laying Up 2014 –  
[www.marinechandlery.com/blog/2014/laying-up-winter/](http://www.marinechandlery.com/blog/2014/laying-up-winter/)

Engine Winterisation –  
[www.marinechandlery.com/blog/2014/winterising-your-engine/](http://www.marinechandlery.com/blog/2014/winterising-your-engine/)

For those of you who are a little green (me included) when it comes to servicing our winches we thought it would make good sense to reproduce the excellent article that Geordie boy Mark Gardner of Harken UK wrote for us some years ago. Its been written for those of you that have Harken Winches, however if your yacht is fitted with say Lewmar, Andersen or Antal the basic principles are the same. Winch servicing can make your job easier and safer, and your boat faster.

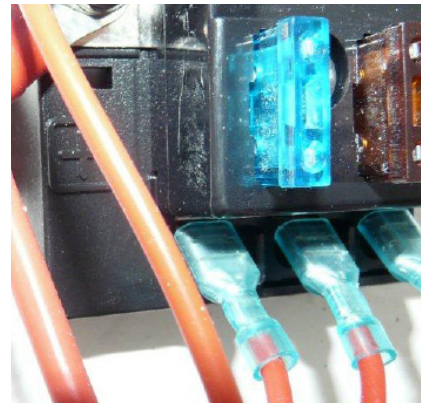
1. Salt water will find its way into winches where it degrades the grease and can corrode the structure of the winch. A properly lubricated winch will drain freely. A blast of fresh water into the winches whenever you are washing the boat down will minimise any salt build up.
  2. A complete overhaul of a winch involves a complete strip down to the component parts, a thorough clean and de-grease, inspection, re-lubrication and re-assembly. Cleaning and de-greasing is best done in a bucket of commercially available de-greaser. Use a small stiff brush to remove all of the old grease and oil. Be careful of plastic parts degrading in the de-greaser.
  3. A very important stage of cleaning is to flush the winch parts in hot water to remove any trace of solvent as this will degrade the grease you are about to put on.
  4. Inspect the winch thoroughly, paying particular attention to the pawls and springs. Replace any pawls or springs that are not working perfectly. These parts stop the winch going backwards and are very important! Lubricate with light oil such as Harken Pawl Oil (BK4521) **DO NOT USE GREASE OR TEFLON SPRAY** as this will make the pawls stick.
  5. To re-assemble the winch in the correct way, check the pawl gears are fitted correctly. Use the exploded views (available on the Harken Web Site) to make sure you are correct.
  6. Re-lubricate the winch with Harken Winch Grease (BK4513) on all gear teeth, stainless roller bearings, and any other metal-to-metal wear surfaces. Brush the grease on with a small brush and work it into all of the gear teeth.
- NB: Remember the ring gear inside the drum. A winch without sufficient lubrication will wear out much faster and will lose efficiency. The risk of mechanical failure will also be higher.
7. Use some anti-seize such as Tef-Gel on the fasteners to prevent any corrosion and allow easy removal for the next service. A well maintained winch is easy to service as it comes apart easily, is easy to clean, and is less likely to have any problems.

For more information and to download copies of the winch service manuals visit: [www.harken.co.uk/article.aspx?id=18795](http://www.harken.co.uk/article.aspx?id=18795)  
 After all that work perhaps you should consider investing in some protective winch covers. Available in a number of sizes off the shelf or we make up here in our sail loft to the colour of your choice.

## WHAT'S GOOD IN A TUBE?

Well not quite a tube but in an aerosol can, Boeshield T9 is a great product that we use ourselves all the time. Developed by the Boeing company for the protection and lubrication of aircraft components, it's a combination of solvents, lubricants and waxes. It dries to a thin waxy film that clings to metals for months. It will loosen rusty and corroded parts and is safe to use on paints, plastics and vinyl. Boeshield is of course perfect for spraying onto and protecting switch panels in hostile environments... like boats!

Today, as I write this article believe it or not, young Claire sold a couple of cans of the stuff to a customer with a beach 'shack' on a Caribbean Island with a large chandelier that needs constant attention to stop it going rusty, so she is going to give it the Boeshield treatment! I did offer to do the spraying myself, alas to no avail.



## DEAR AUNTIE FOULING....

Dear Auntie Fouling,  
 On a long cruise even with my dirty habits I can still go through a fair amount of clothes, especially grunties. My partner (she of considerably higher hygiene standards than me) loads more. Washing smalls is no problem, however, the trouble is that up to now all the plastic clothes pegs that I take along snap within three weeks due to u/v degradation. Wooden pegs, if you're lucky, last five minutes before breaking or, in the first puff of wind they disappear, along with her knickers, as the springs are not powerful enough. Those that manage to remain attached end up leaving a rust mark on the fabric! Next year's cruise looks to be in jeopardy unless I can come up with a solution, and NO I am not taking his and hers paper underwear! Best, Simon Skids.

Dear Simon Skids,  
 I wholeheartedly agree with your partner's pantie predicament, I had the same problem until I told, in confidence, that nice, good looking very very elderly co-proprietor of Storrar Marine, that to my shock and horror 'I had been forced to go commando for the last week of this year's summer cruise'. To my surprise he immediately whipped out from under the counter an extremely large... box of very strong stainless steel pegs! The perfect answer to those who have seen their smalls fly off the guard rail. Auntie Fouling

